

13 Series O/R Shock Installation Instructions

Note: Please read all instructions thoroughly before starting installation.

Note: These shocks are designed to operate with the shock shaft up. The freon cell will allow for operation in any position but there is no significant advantage in operating with the shock shaft down.

Caution: Make sure that proper bushings are installed in the shocks. Improper bushings can cause unsatisfactory or unsafe operation.

Installation

- Securely place the motorcycle on blocks so the rear wheel is slightly off the ground.
- Remove the old shocks and note location of mounting hardware.
- Install one shock (without springs) and check clearance "A" in figure 1.
 - Tire to fender clearance, raise wheel or lower motorcycle until shock bottoms. Minimum 1" clearance between tire and fender.
 - Shock to frame at mounting points.
 - Shock to chain/chain guard or any other possible obstructions.
- If clearance "A" in Figure 1 is ok, you can now install the spring onto the shock (Note: This step requires a spring compressor tool. If a tool is not available, refer the work to your local dealer or repair shop. Do not attempt to compress the springs without the proper tool as serious injury may result!). The PS Magnum Shock/Spring tool is available from your local dealer, our part number 32-5503.

Spring Installation

- Install cam adjuster (minimum setting).
- Install plastic body protector, make sure protrusion seats into cam adjuster.
- Install short spring.
- Install spring separator.
- Make sure piston rod is fully extended and bump rubber and washer are pulled down shaft at least 1" (25mm).

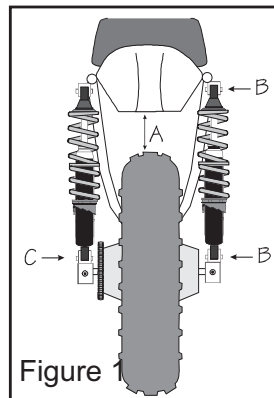


Figure 1

- Install long spring.
 - Using a spring compressor tool, install spring retainer clip, making sure bump rubber and washer are below retainer clip. Retainer clip must seat to top eye mount.
- Install shock assemblies onto motorcycle and tighten mounting bolts/nuts according to your owners manual or repair manual torque specifications. Both the upper and lower shock eye bushings should have enough side and shaft clearance to allow the shock eyes to pivot on either end when the mounting bolt or nut is properly torqued. (See figure 2)
 - If any accessories bolt to shock mounting points, a careful check must be made to insure that they do not bind shocks.

Test Ride

- Make sure both cam adjusters are set on the minimum setting. Increase to a higher setting to suit your needs, comfort and to reduce bottoming.
- If excess bottoming occurs, adjust cam to a higher setting. If bottoming persists after reaching maximum preload, a spring with a higher rate may be required.

For easier spring preload adjustments, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 3).

- If excess topping occurs with the cam set at minimum adjustment, a spring with a lighter rate may be required.

- Ride safely and enjoy

Spring Notes

Use the following with 13-1240B 15" or 13-1241B 16.5" shocks only: Use the following with 13-1242B 17.5" shocks only:

- | | |
|------------------------|------------------------|
| 03-1321B (O/R 65-130B) | 03-1331B (O/R 70-130B) |
| 03-1322B (O/R 75-155B) | 03-1333B (O/R 85-170B) |
| 03-1323B (O/R 80-175B) | |
| 03-1324B (O/R 90-195B) | |

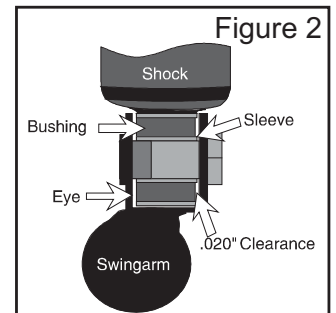


Figure 2

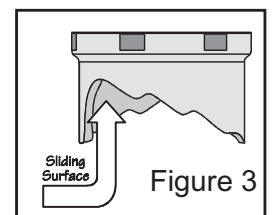


Figure 3